STATES/BRITISH COLUMBIA OIL SPILL TASK FORCE

1999 ANNUAL REPORT

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STATES/BRITISH COLUMBIA OIL SPILL TASK FORCE

1999 ANNUAL REPORT

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States/British Columbia Oil Spill Task Force

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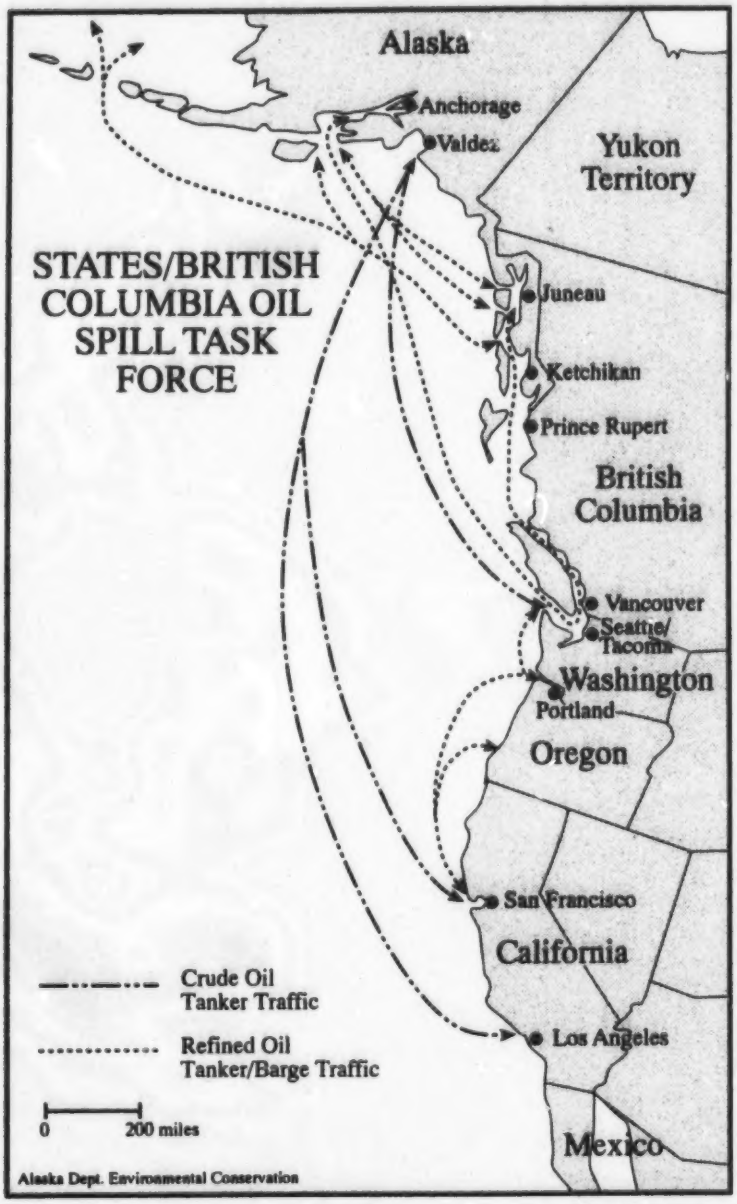

Four Pacific coast states and the Province of British Columbia have combined resources to form the States/British Columbia Oil Spill Task Force. The map shows important transboundary marine transportation routes for crude and refined oil that may potentially impact Task Force members.

PREFACE

This Annual Report of the States/British Columbia Oil Spill Task Force is submitted to the Premier of British Columbia and the Governors of California, Oregon, Washington, and Alaska, as well as to the citizens whom they represent. It provides information on the activities and accomplishments of the Task Force and its member jurisdictions from August 1998 through July 1999, which is the period of activity between Task Force Annual Meetings.

The States/British Columbia Oil Spill Task Force was formally created by a Memorandum of Cooperation signed in 1989, following two West Coast oil spill incidents. The first involved the barge *Nestucca,* which spilled oil off the coasts of Washington and British Columbia in December of 1988; the second incident was the catastrophic spill by the *T/V Exxon Valdez* in Alaska's Prince William Sound in March of 1989. These events highlighted the common concerns shared by West Coast states and the Province of British Columbia related to spill risks from coastal tanker traffic routes, the need for cooperation across shared borders, and a shared commitment among west coast citizens of both the US and Canada to protect their unique marine resources.

The Oil Spill Task Force produced a major report in October of 1990 which included 46 joint recommendations for spill prevention and response, as well as a number of recommendations specific to each member's jurisdiction. Most of these recommendations have since been incorporated into state or provincial statutes, rules, or programs; they are also reflected in the US Federal Oil Pollution Act passed in 1990 (OPA '90), as well as the Canadian Shipping Act Amendments adopted in 1993.

As these state/provincial and federal policies and programs are implemented, the continuing focus of the Task Force is on fostering regulatory compatibility, sharing information and resources, and coordinating development and implementation of new policies and programs to improve oil spill prevention, preparedness, and response on the West Coast of the US and Canada. These efforts are guided by our Five Year Strategic Plans (1994-1999, 1999-2004) as based on our Mission, Goals, and Objective statements on the following page.

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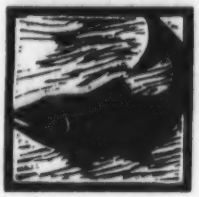
This Annual Report does not reflect oil spill prevention and response activities on the part of any federal agencies or industry organizations except as may have occurred in response to or in cooperation with a Task Force or member jurisdiction initiative.

GOALS, MISSION, and OBJECTIVES



OUR MISSION:

The mission of the States/British Columbia Oil Spill Task Force is to strengthen member agency efforts to prevent, prepare for, and respond to oil spills on the West Coast by exchanging information, sharing resources, promoting a consistent approach to regulatory standards, collaborating with key stakeholders to address shared concerns, reviewing current legislative authorizations and making recommendations for necessary changes, and advocating for our common interest on national and international issues.

OUR GOALS:

To prevent oil spills on the west coast...both large spills that occur rarely but cause catastrophic impacts, and small spills that occur daily and have an equally devastating cumulative effect.

To coordinate communication, policy development, response capabilities, prevention and preparedness initiatives, and education in order to maximize efficiency of effort; to learn from one another and share ideas and "products."

To clarify the roles and responsibilities of state and provincial agencies and federal agencies in order to reduce regulatory gaps, overlaps, and conflicts.

To advocate in national and international arenas on selected issues of common concern, earning respect through credibility, clarity of purpose, and collaboration.

To work cooperatively with federal agencies, vessel operators, the oil industry, response contractors, interest groups, and all concerned citizens to create opportunities for political and technological breakthroughs by serving as a catalyst for progressive change.

To educate the public on the impacts of oil spills and issues relating to spill prevention, response, and remediation.

To serve as a model of cooperation and coordination for the rest of North America.

OUR OBJECTIVES

Spill Prevention: Define and implement either regulatory or public/private partnership programs which effectively prevent oil spills and water pollution from vessels, facilities, recreational boating activities, and pipelines.

Spill Preparedness and Response: Enhance response capabilities on the West Coast.

Communications: Improve communications within the Task Force and with the general public as well as with key stakeholders, and maintain a high level of public and stakeholder involvement in Task Force activities.

FROM THE EXECUTIVE COORDINATOR

Dear Reader,

Transitions are on our minds these days, as we prepare to mark the end of a decade, a century, and a millennium. The States/British Columbia Oil Spill Task Force is also marking important transitions, including our 10th Anniversary and the beginning of a new Strategic Planning phase. Like a tapestry in process, the work of the Oil Spill Task Force continues to evolve. People and projects, like threads of varying color and texture, change each year; some projects are completed, some continue, others are added. Task Force Members and members of the Coordinating Committee change as well, as do stakeholder participants in our projects. All add value, help define our goals, and ensure success.

As this work-year (1998-1999) closes, we mark the following transitions:

- We completed tasks under our first Five Year Strategic Plan, with all issues originally identified by Task Force Members in 1994 either addressed, in progress, or ongoing in our new 1999-2004 Strategic Plan;
- We have outlined a new Five Year Plan to carry us into the 21st century, a plan which envisions a broader issue focus, including both inland and marine oil spills, more marine pollution topics, and a more comprehensive approach to marine transportation infrastructure issues;
- Our pipeline oil spill prevention project moves into a phase of jurisdiction-specific implementation of our recommendations for state/federal coordination;
- Our database has been set up and we are beginning to add data on spill events and causes from our member agencies;
- Our effort to take a broad look at offshore vessel traffic routing and risk management issues has convened a workgroup in partnership with the US and Canadian Coast Guards and key stakeholders from Alaska to California;
- We initiated an awards program to honor outstanding oil spill prevention efforts and expect to expand the program to include oil spill preparedness and response efforts in the years ahead; and
- Three long-time participants in the Task Force have moved on in their careers: Pete Bontadelli and Carl Moore of the California Office

of Spill Prevention and Response, who both have served the Task Force since 1991, and Kurt Fredriksson of the Alaska Department of Environmental Conservation, who has worked with the Task Force since 1995. Their highly qualified and enthusiastic replacements are Gary Gregory, Rick Holly, and Larry Dietrick, respectively.

Also noteworthy over the last year has been a close working relationship with representatives from both the US Coast Guard and NOAA Hazmat (the oil spill response program of the National Oceanic and Atmospheric Administration) on two major projects initiated this year: an update to the Incident Command System Field Operations Guide (the FOG manual) and our effort to evaluate oil spill risks posed by vessel traffic off the West Coast. US Coast Guard and NOAA representatives have participated in meetings, chaired subcommittees, and done a lot of "behind the scenes" work on these projects already. The Task Force continues to work with the US Coast Guard and the American Waterways Operators, on the Pacific Region Quality Steering Committee, and was also invited to participate in the Coast Guard's Spring Planning Conference this year. In addition, the US Environmental Protection Agency, the Office of Pipeline Safety in the US Department of Transportation, and the Minerals Management Service have participated on our Pipeline Spill Prevention project as well as our update to the ICS Field Operations Guide. The Canadian Departments of Fisheries and Oceans and Transport, as well as Environment Canada, have also been active participants in Task Force projects and quarterly meetings. Significant involvement by private sector stakeholders has also been important to these projects and meetings; it's this mix of people with interest and experience which will guarantee successful outcomes.

I am constantly amazed at - and truly grateful for - the amount of effort, energy, and interest all stakeholders from both the private and public sectors invest in our projects. I am likewise astounded at the investment made by the Task Force member agencies themselves, which can now celebrate a decade of dedication to this concept of a regional forum. Not only has each member agency contributed to the Task Force budget, but they have contributed considerable staff time (Task Force Member,

Coordinating Committee Member, project representatives) and related expenses as well. All this represents a significant commitment to this unique model of cooperation, coordination, and collaboration on issues of oil spill prevention, preparedness, and response.

You may wish to discount my praise, assuming that I'm biased. Which is true; it's also true that if I weren't impressed, I wouldn't be a part of this effort. The States/British Columbia Oil Spill Task Force represents a remarkable vision, and one which many people have worked hard to realize over the past decade. It provides an international forum that fosters lively debate resulting in improved efforts. I congratulate all those who have been a part of the Task Force over the last decade, as well as those poised to carry it into the next decade, century, and millennium.

And I encourage you, the reader, to turn the page, read on, delve into the details of our efforts over the past year, and form your own opinions about the value of that work. Then share them with us!

Jean R. Cameron
Executive Coordinator

1999 IN REVIEW:

Oil Spill Task Force Activities and Accomplishments

❑ *Spill Prevention Projects:*

OFFSHORE VESSEL TRAFFIC RISK MANAGEMENT

The US Coast Guard predicts that the number of vessels entering US ports will triple in the next twenty years; a similar expansion can be expected for the Port of Vancouver, especially when the Pacific Rim economies rebound. In addition, one in every 100 vessels entering our ports reports a steering or propulsion failure; more such failures are estimated to be occurring, but are not reported. Oil spill risks associated with groundings and collisions from vessel traffic off the West Coast – both tankers and freight vessels like the *New Carissa* – are high, especially during the winter when Pacific storms pound the coast. In response to these concerns, our West Coast Offshore Vessel Traffic Risk Management (WCOVTRM) project is intended to produce recommendations on traffic routes that will provide the greatest margin of safety for our sensitive coastal resources.

The US Coast Guard's report, *Evaluation of Oil Tanker Routing per Section 4111(b)(7) of OPA 90,* released in 1996, did not address the Alaskan coast. Moreover, the report noted that "tankers are not the sole oil spill threat to the most sensitive marine resources," citing the additional threat from non-tank, commercial vessels. Studies released by the US Coast Guard in 1996 addressed port entries in California and oil spill risks to the Monterey Bay National Marine Sanctuary respectively. The US Coast Guard and the National Ocean and Atmospheric Administration (NOAA) followed up on the second report mentioned above by establishing the Monterey Bay National Marine Sanctuary (MBNMS) Vessel Traffic Management project in 1997. The Coast Guard and NOAA determined that the most effective approach to the topic of vessel traffic management in the Monterey Bay sanctuary – which covers a broad area of the California coast – was to convene a workgroup of key stakeholders to develop recommendations which were subsequently presented for public comment.

These recommendations, know as "preferred strategies" include the following concepts: tankers carrying crude oil will be formally asked to remain at least 50 miles offshore; vessels and barges carrying hazardous material including non-persistent petroleum products will be asked to remain 25 miles offshore; large commercial vessels (which carry large quantities of oil as fuel) will be asked to stay 15 to 20 miles offshore, depending upon direction. Changes in the traffic separation schemes at

San Francisco Bay and in the Santa Barbara channel will also be recommended, although these have already been approved by the International Maritime Organization (IMO). IMO approval will be required for the recommended routing proposals covering commercial vessels and those carrying hazardous materials. The recommended routing for tankers will be implemented through formal industry agreements.

The MBNMS route recommendations were developed by comparing conservative onshore drift scenarios developed for vessels during worst case storm events with response times for rescue vessels in the area which are capable of stopping the drift of a laden tanker or a cargo/passenger vessel of 300 gross tons or larger.

Representatives from Task Force member agencies, under the leadership of Rick Holly of the California Office of Spill Prevention and Response, have met with representatives of the US and Canadian Coast Guards and NOAA to outline a vessel traffic risk management project which would adapt this approach to the entire West Coast. They defined the geographic scope as Cook Inlet in the North to San Diego in the South. They also identified a list of stakeholders representing US and Canadian public agencies, the maritime industry and ports, environmental organizations, the fishing industry, and the US and Canadian navies who were then invited to join a WCOVTRM Project Workgroup. This workgroup met in Seattle, Washington in April 1999 and agreed to begin collecting the data necessary to apply the Monterey Bay "model" to the entire West Coast. This project will continue into the 1999-2000 workyear.

PIPELINE SPILL PREVENTION

The second phase of a project initiated last year to focus on preventing spills from crude oil and refined petroleum product pipelines was completed this year. The first phase of the project involved collecting information on the pipeline spill prevention regulations in place on the West Coast, in order to identify regulatory gaps and overlaps. A survey was completed which identified all state and federal agencies with authority over pipeline operations, the number of miles of pipeline and capacity in each jurisdiction, and spill prevention standards governing:

- construction, maintenance, closure, or design
- hazard identification and mitigation planning
- personnel training and certification
- spill history, leak detection and testing
- transfer and shutdown
- security
- record keeping

- break-out/storage tanks and liners or secondary containment
- corrosion control and detection
- prevention of human error and procedures for sharing "lessons learned," and
- information on technical assistance and research and development programs.

Once the survey results were compiled and reviewed during the second phase of the project, it was clear that there are more regulatory overlaps than gaps. In addition, it was also clear that the players and issues associated with overlapping authorities as well as regulatory gaps vary from one state to another. With this in mind, the workgroup has been reviewing an interagency coordination project done in California which involved the Minerals Management Service, the Office of Pipeline Safety, and state agencies in developing an agreement to coordinate regulation of offshore pipelines. Based on this model, the workgroup has approved a list of *Elements of Successful Interagency Coordination* which it will recommend be applied in each Task Force jurisdiction, with each Task Force agency providing the leadership to implement interagency pipeline oil spill prevention coordination their jurisdiction.

Tom Chapple of the Alaska Department of Environmental Conservation (ADEC) was the initial chairperson for the Pipeline Spill Prevention project, beginning in 1997. Bonnie Friedman of ADEC took over as chair in February of 1999. Other workgroup members represent the Task Force member agencies as well as the California State Fire Marshal's Office, the California Division of Oil, Gas, and Geothermal Resources, the Minerals Management Service, Pacific OCS Region, the Office of Pipeline Safety, and EPA Region 10. These workgroup members will now be active in implementing the recommendations for successful interagency coordination in their jurisdictions. and will also convene by conference call periodically to review progress and share "lessons learned."

SPILL INCIDENT REPORTING AND CAUSES

Under the leadership of Stan Norman, Project Chair, Mike Lynch and Shawn Sesna of the Washington Department of Ecology developed database programs based on the "data dictionary" adopted by the Task Force in 1997. These programs were provided to each member agency last Fall to use for collection of spill information. Each agency subsequently compiled 1998 data on spills of 1000 gallons or more and provided that to the Task Force office in electronic format for a test run. Data on all spills of one barrel or larger is being supplied to the Task Force office beginning in January of 1999. Only spill incident reports which are completed will be entered, however. Since the purpose of this project is to identify regional

trends in spill causes, it is likely to take several years of data collection before such trends are evident.

Member agencies are also coordinating on plans to send spill incident investigators to the same training courses in order to ensure consistency of application of the causal information in the database program. The California Office of Spill Prevention and Response sponsored a training event in the spring of 1998 which other member agencies attended; the Washington Department of Ecology is planning to host another such event in the Fall of 1999. Participants from US and Canadian federal agencies will be included as space is available.

PREVENTION OF SMALL SPILLS

In recognition of the significant cumulative effect of small oil spills, the Task Force and its member agencies continue to participate in the Pacific Oil Spill Prevention Education Team (POSPET), which has been staffed by Eric Olsson of the Washington SEAGRANT program during 1998-1999. POSPET brings together educators, regulators, and concerned citizens and provides coordination for programs which target prevention of small, chronic oil spills from fishing and recreational vessels and marinas. Collaboration enhances individual efforts and ensures a consistent message coast wide.

LEGACY AWARDS FOR OIL SPILL PREVENTION

The Legacy Awards Program was initiated this year to develop and support implementation of model spill prevention programs for both facilities and vessels by recognizing individuals and organizations which successfully implement exemplary oil spill prevention policies and programs. While it is the intent of the Task Force Members to expand the scope of this awards program in future years to include oil spill response and mitigation efforts as well, for now our emphasis is on oil spill prevention, which we define as successful efforts which go beyond regulatory requirements to prevent oil spills from occurring.

The Task Force announced the Legacy Awards program in February of 1999, and requested nominations in the following categories:

- Industry, including vessel operators, facility operators, contractors/consultants, marinas, shipyards, and suppliers;
- Non-profit organizations, including public interest, educational, and research organizations, as well as professional associations;
- Public agencies, including state, Provincial, and federal (but not including Task Force member agencies);

- Individuals, including private citizens or employees of organizations as listed above; and
- A "Team" category.

Organizations or individuals nominated for the Legacy Award must either be located or primarily operating in the Task Force jurisdictions of Alaska, British Columbia, Washington, Oregon, and California.

We asked for nominations for successful, completed projects, accomplishments, milestones, events or leadership which demonstrates innovation, management commitment, and improvements in oil spill prevention resulting in greater environmental protection. Economic benefits are taken into account, as is project transferability and the award recipient's willingness to share results/models. Efforts to provide leadership, promote partnerships, and involve the public are also considered. In addition, an organization or individual representing a regulated sector must demonstrate a satisfactory history of compliance with state, provincial and federal regulations covering oil spill prevention.

A total of 12 nominations were received, although two were for Task Force member agency employees and were declined. The Coordinating Committee reviewed the nominations and forwarded them to the Task Force Members with their recommendations. Final award decisions are to be made by mid-June, and award recipients will be notified and invited to the 1999 Annual Meeting on July 29th in Valdez, Alaska for the Legacy Award presentation. Press releases will be submitted to appropriate newspapers and journals in conjunction with that event.

❑ *Spill Preparedness and Response Projects:*

INCIDENT COMMAND SYSTEM FIELD OPERATIONS GUIDE UPDATE

While attending the Spill of National Significance (SONS) drill in Valdez, Alaska last Fall, Capt. Larry Hereth of the US Coast Guard Headquarters and Task Force Members Michele Brown and Pete Bontadelli decided that the Task Force should facilitate a workgroup focused on updating the Field Operations Guide (FOG) published by the Coast Guard to assist spill responders in implementing the Incident Command System (ICS) in a consistent manner. The Alaska Department of Environmental Conservation (ADEC) had already begun an update process in cooperation with industry and response organizations in Alaska. Moreover, the US Coast Guard had begun an internal process of extending ICS beyond spill response to other operations, so they are interested in identifying necessary changes to the FOG as well.

A FOG Update Project Workgroup has been convened which includes representatives of the Task Force member agencies as well as the Texas General Land Office; other states are also kept "in the loop" electronically. The US Coast Guard is represented by the National Strike Force Coordination Center, Headquarters, and the West Coast Districts. Other US federal agencies represented on the Workgroup include the Office of Pipeline Safety, the Minerals Management Service, NOAA, US Fish and Wildlife, and the Environmental Protection Agency. The Canadian Coast Guard has sent an observer. Oil industry representatives include those from Chevron, Mobil, Equiva, ARCO, Exxon, Tesoro, Unocal, AWO, and BP. In addition, representatives from the National Wildfire Coordinating Group are participating as advisors on ICS protocols.

This workgroup has met in three multiple-day sessions so far. Subcommittees have convened to address updates to ICS forms, updates to positions described in the FOG and updates to a range of other topics, such as process flow graphics, relationships between response and Natural Resource Damage Assessment activities, and use of the Multi-agency Coordination System (MACS).

Besides updating the FOG for oil and chemical spills, interested workgroup members will assist the Coast Guard in developing an all-hazards FOG. The full Workgroup also plans to develop a plan for outreach to promote their recommended changes, and to identify a national organization or agency to facilitate future updates on an as-needed basis.

ALTERNATIVE RESPONSE TECHNOLOGIES

Task Force Members agreed in 1995 to implement policies that provide for expedited decision-making processes in support of the use of both dispersants and in-situ burning (ISB), in situations where their use would result in improved environmental benefits. Since then, efforts have been ongoing in each member jurisdiction to implement such policies. As a Task Force, we provide a forum to share information on lessons learned and coordinate input to national decision-making initiatives. For example, the Task Force and its member agencies participated in workshops sponsored by the US Coast Guard to assess the need for national regulations that would require oil spill contingency plan holders to demonstrate a dispersant response capability. We also participated in the national session sponsored by the Minerals Management Service and the National Institute for Standards and Technology to develop research recommendations for in situ burning. Likewise we have commented on the *Special Monitoring of Advance Response Technologies* (SMART) protocols being developed by NOAA, EPA, the US Coast Guard, and the Centers for Disease Control and

Prevention. These SMART protocols were applied during the in-situ burn of the *New Carissa* off the Oregon Coast in February of 1999.

We facilitate periodic conference calls among staff of our member agencies who are working on in situ burn and dispersant use policies and research, and when training opportunities arise, facilitate regional participation. For example, when the Northwest Area Committee sponsored an ISB operational drill in Port Angeles, Washington last fall, the Washington Department of Ecology facilitated participation by staff from the other Task Force agencies. The Alaska Department of Environmental Conservation even helped with funding for the development of ISB operational guidelines as a product of that exercise. Likewise, Yvonne Addassi from the California Office of Spill Prevention and Response, who chairs our ISB subcommittee, participated as an observer and helped to monitor air quality during the *New Carissa* burn. For more information on alternative response technology programs and policies in our member jurisdictions, please reference their reports on pages 14 - 24 below.

NATURAL RESOURCE DAMAGE ASSESSMENT

A "Joint Assessment Team" of industry, state, and federal agency Natural Resource Damage Assessment (NRDA) experts has been meeting on the West Coast for several years. The Task Force Coordinator is a member, as are representatives of our member agencies in Washington, Oregon, and California. The group provides a forum for sharing information and improving working relationships, as well as enhancing the NRDA component of oil spill drills, developing recommendations regarding NRDA Memorandums of Agreement, and developing models for pre-spill baseline data collection on resource conditions.

1-800-OILS-911

The Task Force provides funding to maintain this toll-free spill reporting number in California, Oregon, Washington, and British Columbia. Although it is available for anyone to use, information regarding the number is targeted at recreational boaters and fishermen through the same outreach used by POSPET (see page 7 above). The number automatically reaches the 24-hour emergency reporting number in each of these four jurisdictions as a function of the location from which the call is made. For example, a call made from anywhere in Oregon will automatically reach the Oregon emergency reporting number. Usage analysis for August 1998 through April of 1999 shows that the OILS-911 number has been used 209 times over that period. The breakdown shows

that 10 of those calls were made in British Columbia, 11 in Washington, 26 in Oregon, and 162 in California.

❑ ***Communications:***

We continue our focus on internal communications, public outreach, and public involvement. Public outreach efforts on behalf of the Task Force have been extensive. The Executive Coordinator maintains a mailing list of over 750 interested persons in the US, Canada, and abroad. Not only do these people receive a *Quarterly Report to Stakeholders* which covers Task Force activities, but they also receive notice of each Task Force meeting. They were also sent copies of our draft 1999-2004 Strategic Plan for comment, as well as the notice of the Legacy Awards program and request for nominations. Interested stakeholders are given opportunities to comment on our project reports and recommendations, and we solicit the involvement of interested persons in our project workgroups.

1998-1999 TASK FORCE MEETINGS

Our 1998 Annual Meeting was held in Newport, Oregon and was attended by 67 persons representing state, Provincial, and federal agencies, consultants, representatives from citizen advisory committees, environmental groups, industry, and pilot and response organizations. We were honored to have Hersch Kohut, President of ARCO Marine, Inc., deliver the keynote address on the meetingís theme of "Looking Beyond 2000." He described the factors involved in ARCO Marine, Inc.'s decision to invest in the Millennium Class double hull tankers. The program also included updates on our member agencies' activities, and panel discussions which provided the Task Force and the audience with industry, public interest, and regulatory agency perspectives on the oil spill prevention, preparedness, and response needs of the future and partnership opportunities associated with addressing those needs. After a public comment period where audience members shared their views, the Task Force Members responded. Much of what was discussed was later considered by the Task Force during its strategic planning process (see page 13 below). During the business session, Members received status reports on Task Force projects, and approved the 1998-1999 Annual Workplan. They also awarded Certificates of Appreciation to Pete Bontadelli and Carl Moore of OSPR, and Stafford Reid of the BC Ministry of Environment, for their outstanding service to the Task Force. A Certificate of Appreciation was also awarded to Fran Recht for her leadership of the Pacific Oil Spill Prevention Education Team. The Clean Rivers Cooperative graciously provided tours of their oiled wildlife care trailer during the meeting.

The Coordinating Committee of the Task Force held its quarterly meetings in Newport, Olympia, San Diego, and Portland over this past work year. These meetings primarily provide opportunities for information exchange and decisions on implementation of our annual workplan. In addition, we invite presentations on topics of interest; these have included presentations on drill program surveys, spill prevention and response efforts by the US Navy, updates to NOAA's Trajectory Analysis Program, the US Coast Guard's program to measure effective spill response, and responses from the US Coast Guard and the American Waterways Operators to spill prevention recommendations from the National Transportation Safety Board.

TASK FORCE WEB SITE

The British Columbia Ministry of Environment, Lands, and Parks continues to maintain a site on the World Wide Web for the Task Force. From the home page you can access the following information:

- Overview of Task Force
- Map of area of interest
- List of Task Force Members and Coordinating Committee
- Current Strategic Plan
- Current Annual Workplan
- Current Annual Report
- Correspondence and Comments
- Cooperative Agreements
- Resolutions
- Final Project Reports
- Summary Notes, most recent Annual and Coordinating Committee Meetings
- Connections to internet sites for Task Force Member and Federal Agencies
- Upcoming events

Visit our site on the World Wide Web at:
www.env.gov.bc.ca/eeeb/taskforc/tfhome.htm

TASK FORCE OUTREACH ACTIVITIES

Jean Cameron, Task Force Executive Coordinator, has represented the Task Force in a number of forums over the past workyear. She participated in the SONS drill sponsored by BP, ADEC, and the US Coast Guard in Alaska last September. She moderated a panel on state initiatives at the OPA 90 conference sponsored by the Maritime Association of the Port of New York/New Jersey in January. She co-presented a paper on the Integrated

Vessel Response Plan project with Bill Rogers of Chevron at the International Oil Spill Conference in Seattle in March. She presented testimony on behalf of the Task Force to the US House Committee on Transportation and Infrastructure's Joint Hearing of the Subcommittee on Coast Guard and Maritime Transportation and the Subcommittee on Water Resources and the Environment on OPA 90 in March. Jean was also appointed to the US Coast Guard's Navigation Safety Advisory Council, which met in New London, Connecticut in June.

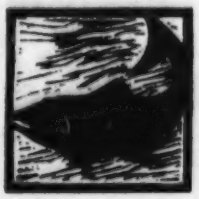
Stan Norman of the Washington Department of Ecology represented the Task Force at a meeting of the West Coast Pilots Association in Portland in September, and Joe Stohr, also of Ecology, represented the Task Force at the US Coast Guard's Spring Planning Conference in Maryland in April.

The Task Force Coordinator also represents the West Coast states on the Pacific Region Quality Steering Committee of the American Waterways Operators and the US Coast Guard. This team is focused on improving safety in barge and towing operations on the West Coast. These steering committees are in place on every US coast, but only the Pacific QSC includes state representation. Working together, the group is focusing on improving the system to collect spill prevention information from both reportable and "near-miss" incidents within the towing industry. Information reported to both the AWO and the US Coast Guard is then disseminated to the Pacific area towing industry in the form of "lessons learned."

Besides reporting back to Member agencies on meetings and conferences which she attends, the Coordinator also facilitates the exchange of reports from agency staff persons who attend relevant conferences or seminars; in this way all Task Force agencies can benefit, even if they cannot all attend these events.

Other noteworthy outreach activities included:

- Task Force information was available at the 1999 International Oil Spill Conference.
- Pursuant to our focus on submitting Task Force consensus comments on federal initiatives which would impact our programs or policies, the Executive Coordinator tracks rulemaking activities and notifies member agencies of opportunities for comment on relevant proposals.
- The Task Force responded to more than 45 information requests from August 1998 through May 1999, including requests from students, regulators, journalists, professionals, and concerned citizens in the US, Canada, and Australia.



- The Task Force maintains a liaison with the oil spill program maintained by the National Governors' Association, a program focused primarily on inland spill prevention issues.

Annually, the Task Force updates and distributes a status report on oil spill research and development activities among all member agencies.

STRATEGIC PLANNING

Task Force Members met with the Coordinating Committee and Executive Coordinator for a Planning Retreat last Fall. Based on input from meetings with representatives of industry and environmental organizations and input from stakeholders at the 1998 Annual Meeting, plus an internal audit of the implementation status of all Task Force recommendations, a list of tasks for the next five years was brainstormed and prioritized. The Mission Statement, Goals, and Objectives were also reviewed, and minor modifications made. A draft Strategic Plan was then developed and sent to persons on our mailing list for comment. Changes to the draft Plan based on these comments were approved by the Coordinating Committee at their Spring Meeting, and the final draft submitted to Task Force Members for their review and input. The final 1999-2004 Strategic Plan will be adopted by the Members at their 1999 Annual Meeting.

For additional information on any of the Task Force projects or efforts described in this report, please call Jean Cameron, Executive Coordinator, at (503) 229-5720 or write to the States/British Columbia Oil Spill Task Force at :

811 SW 6th Ave.
Portland, Oregon, 97204-1390
FAX: (503) 229-6954

Internet address: cameron.jean@deq.state.or.us

Visit our site on the World Wide Web at:
www.env.gov.bc.ca/eeeb/taskforc/tfhome.htm

Task Force Member Agency Activities and Accomplishments

In addition to their dedication of staff and other resources to Oil Spill Task Force projects, our member agencies have been involved in a wide range of initiatives in their own jurisdictions, as outlined below:

ALASKA:

The Division of Spill Prevention and Response, Alaska Department of Environmental Conservation (ADEC)

❑ ADEC received 2119 oil spill reports and 562 reports of hazardous substance spills in 1998. The Department responded to 383 oil spills and 64 hazardous substance spill reports. The Department estimates that 112,459 gallons of oil and 43,897 gallons of hazardous substances were spilled in 1998.

❑ ADEC initiated responses to several significant incidents, including an explosion which destroyed a seafood processing plant in Homer, a fire and explosion on the "Z Pad" drill site on the North Slope, and the Swanson River Field oil pipeline rupture on the Kenai Peninsula. Severe winter ice conditions in Cook Inlet resulted in a number of incidents, including a minor release from the tanker vessel *Chesapeake Trader* resulting from a collision with floating ice. The grounding of the freighter *M/V Hekifu* in Dutch Harbor refocused attention on the environmental threats posed from non-regulated vessels.

❑ Major symposia marking the ten-year anniversary of the *Exxon Valdez* oil spill in March 1999 were held in Anchorage and Valdez. The Valdez symposium, "Partners in Prevention" attracted a large crowd of notables including former Alaska governors Wally Hickel and Bill Sheffield. ADEC Commissioner Michele Brown and other staff moderated panels and presented papers and posters on prevention- and response-related topics. During the Anchorage symposium, "Legacy of an Oil Spill", ADEC moderated a session on prevention and response and presented several papers and posters at this gathering as well.

❑ The new 10,000 horsepower tractor tug *Nanuq* arrived in Valdez on January 27, 1999. Its sister tug, the *Tan'erliq*, is scheduled to arrive in the spring of 1999. These tugs were built specifically for tanker escort service in Prince William Sound (PWS) and designed to meet the state's "best

available technology" (BAT) requirements. Equipped with cycloidal propulsion systems, they are currently the most powerful tugs of this type in the world. Governor Tony Knowles delivered the welcoming address at the dedication ceremony for the *Nanuq*, which was held in Valdez on February 3, 1999.

❑ ADEC continues to participate in spill drills to test industry and government response effectiveness. These included the annual North Slope Mutual Aid Drill (MAD), held at the ARCO Kuparuk facility on the North Slope, and the British Petroleum(BP)-sponsored Spill of National Significance (SONS) exercise which took place in Prince William Sound in September, with related exercises in Anchorage, Cordova and Seward. ADEC also conducted a drill in November to test the readiness of one of Alyeska's four large open water response barges. ADEC compiled post-exercise "lessons-learned" reports for these drills based on detailed comments from participants in order to identify areas for correction and improvement.

❑ ADEC continues to work with local communities around the state to design, procure, and position nearshore and inland response packages geared to specific local needs. To date, cooperative agreements for spill response have been negotiated between ADEC and over twenty local governments. Response equipment caches for inland and coastal towns and villages have been positioned in over twenty towns and villages throughout Alaska. ADEC continues to work with local governments to enhance spill readiness and capability as needs and deficiencies are identified through ongoing Subarea Plan development.

❑ Expansion and enhancement of ADEC's emergency response communications capability continued. ADEC is engaged in a project to enhance emergency response communications capability along the Trans-Alaska Pipeline System in partnership with Alyeska Pipeline Service Company. Communications capability and coordination along the right-of-way of the Alaska Railroad has been improved as part of the legal settlement arising from the Dunbar Siding railroad spill. Field testing of iridium satellite telephone technology is also being conducted to determine its usefulness in remote areas of the state.

❑ ADEC is managing over forty oil pollution research projects relating to oil spill cleanup, nonmechanical response technology, fate and effects of oil in the environment, contingency planning and preparedness, spill management and training, and spill prevention. Funding was provided through the *T/V Exxon Valdez* oil spill criminal settlement. All projects will be completed by September 30, 1999. ADEC will be publishing the

results of these studies, which will be available to interested parties, after all deliverables have been received.

❑ ADEC approved the Oil Discharge Prevention and Contingency Plan for the BP Northstar offshore oil production project on the North Slope. Most of the work associated with this review was done through the North Slope Spill Response Project Committee, consisting of government and industry representatives. The plan review process garnered comments from state, federal and local agencies as well as citizen and environmental groups. The approved plan calls for drills and exercises over the next three years to test different aspects of equipment, deployment, operations and response strategies. The committee has also developed a North Slope Oil Spill Response Technical Manual that provides direction and consistency for a variety of oil spill response and planning operations. This manual will be an integral part of each North Slope operator's contingency plan.

❑ ADEC Staff attended a steering committee meeting in Hamburg, Germany in September as part of the international Mechanical Oil Recovery in Ice-Infested Waters (MORICE) Project. The goal of this Scandinavian-based international research effort is to develop new technology for spill response in broken sea ice conditions. Although not a formal member, ADEC monitors the progress of this project through the US Minerals Management Service (MMS). Participants visited the large-scale ship basin testing facilities in Hamburg and observed initial tests of prototype skimming systems. Phase 4 testing of new technologies will be conducted on the North Slope in September 1999. The MORICE project appears to have direct application to spill response issues associated with new oil development projects in the Beaufort Sea and may result in an improved offshore spill cleanup capability.

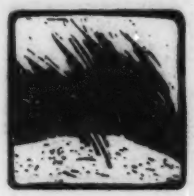
❑ The Alyeska Trans-Alaska Pipeline System (TAPS) Contingency Plan was approved on November 30. The plan was first submitted in July 1997 and underwent a number of revisions prior to the commencement of the formal review process in April 1998. Final approval of the plan was timed to allow for public meetings to help explain the substantial changes the plan had undergone during the review process.

BRITISH COLUMBIA:

The Ministry of Environment, Lands and Parks

❑ The Ministry of Environment, Lands and Parks (BC Environment) works to protect people, property, and the environment from

environmental hazards through its emergency program. This program undertakes emergency planning and coordination and uses trained Response Officers for oil and hazardous material response. The emergency response planning is undertaken by the Resource Stewardship Branch in Victoria.



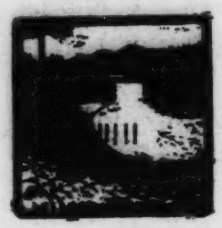
❑ On average, more than 3500 environmental emergencies are reported to the ministry annually; most are hazardous material spills and releases. Eighteen Response Officers located in regional offices are available to respond to these spills. There is one Environmental Emergency Planner in Headquarters (Victoria) for planning and preparedness of large-scale incidents from marine, freshwater, and land based hazards.

❑ An interagency coordinating committee has been established to promote cooperation among oil spill response agencies. Membership includes BC Environment, the Environment Canada, Fisheries & Oceans Canada, Burrard Clean Operations, Ltd., and the Port of Vancouver. The committee meets regularly to exchange information and to discuss training, equipment, and response issues of mutual concern.

❑ BC Environment supports and monitors Coast Guard (both US and Canadian), shipping and oil industry initiatives towards marine oil spill prevention, preparedness and response. Current issues being monitored include:

- the International Tug of Opportunity System (ITOS) being implemented by the shipping industry to improve rescue towing capability in Juan de Fuca Strait and outer coast;
- phasing out of single-hulled oil tankers on the Trans-Alaska Pipeline System (TAPS) in accordance with the US Oil Pollution Act of 1990, and the restructuring of the TAPS fleet to meet any short falls in oil carrying capacity;
- amendments to the Canadian Response Organization fee structure and system by the federal government and its impact on spill response preparedness on the west coast;
- the application of unified command in the Canadian National Marine Plan, Canadian Coast Guard Regional Marine Spill Contingency Plan, US/Canada Joint Marine Plan, and
- the US/State Area Plans as they direct the acceptable positioning of State and Provincial incident commanders.

❑ BC Environment and the Land Use Coordination Office has developed a Coastal Inventory and Oil Spill Response Information System for coastal protection and planning. This computer-based system utilizes satellite imagery with video and geographically linked/mapped coastal inventory



data for deriving shoreline sensitivity to oiling, protected areas, and coastal plans. To date, coastal resource and land use data have been gathered for the Strait of Georgia, Vancouver Island and Central Coast. An atlas for the west coast of Vancouver Island has been developed on CD-ROM.

❑ The Marine Oil Spill Coordination Committee is pursuing the development of a British Columbia/Canada In Situ Burn (ISB) Policy and Decision Guidelines .

❑ A BC Oiled Wildlife Rescue and Rehabilitation Organization based on the Incident Command System is being developed.

❑ A demonstration Environmental Situation Report has been prepared. A major marine oil spill exercise provided example information. A real situation report was developed for the *M/V Hanjin Elizabeth* and *M/V Caria* vessels that became disabled on the west coast of Vancouver Island in mid-February, 1999. These situation reports can be accessed through the Environmental Emergency Program's homepage: http://www.env.gov.bc.ca/eeeb/eephome/eephome.html

WASHINGTON:

Spill Prevention, Preparedness, and Response Program, Department of Ecology

❑ Ecology and the U.S. Coast Guard continue to pursue the North Puget Sound Oil Spill Risk Management Plan initiative in 1998 and 1999. The project seeks ways to improve spill prevention measures for the northern Washington coast, Strait of Juan de Fuca, San Juan Islands and vicinity. Ecology and the Coast Guard plan to co-chair meetings of the North Puget Sound Risk Management Panel, beginning in summer 1999, with the project lasting for about a year. The group will be a "panel" of the Navigational Safety Advisory Committee, a federal advisory committee. The Panel will be composed of representatives of all major stakeholders, including the oil transportation industry, the dry cargo industry, tribal governments, local governments, environmental groups, and Canadian federal and provincial governments. Ecology has selected Bill Lincoln and his professional facilitation team to moderate the meetings. The panel will review existing spill prevention measures in the area; evaluate information from previous and on-going federal studies; and develop a long-term risk management plan, with durable consensus recommendations that will significantly reduce the risk of major spills in this major marine transportation corridor. For more information, contact Jon Neel at (360) 407-6905 (e-mail: jnee461@ecy.wa.gov).

❑ During 1998, Spills Program staff received 18 tank vessel prevention plans, reviewed 27 plans for compliance, and granted conditional approval for four plans and full approval for 32 plans. Ecology inspectors also conducted 55 Best Achievable Protection (BAP) compliance inspections of oil tankers and tank barges operating under an approved prevention plan. Prevention plan approval means that the company operating the tanker or tank barge has prepared and submitted a prevention plan that demonstrates compliance with Washingtonís stringent BAP standards. Spills staff confirm compliance by auditing company management practices and operating procedures, and by inspecting the vessels covered by the approved plans. For more information, contact Laura Stratton at (360) 407-7485 (e-mail: lstr461@ecy.wa.gov).

❑ Vessel statistics for 1998 are encouraging, as they point toward an increasing level of safety awareness and compliance by vessels entering Washington waters. The trend toward more vessel inspections and fewer incidents and enforcement actions, first noticed in 1997, continued during 1998. In 1998, there were 759 inspections, 141 citations, and 94 incidents. This compares to 753 inspections in 1997, with 214 citations and 119 incidents. The ratio of incidents to vessel entering transits dropped from 1.5 percent in 1997, to 1.3 percent in 1998. The ratio of enforcement actions to number of vessel inspected dropped from 28.4 percent in 1997, to 18.6 percent in 1998. The Pacific Rim economic downturn continued to be felt as the number of vessels entering and transiting Washington waters declined from 7,905 in 1997, to 7,262 in 1998. For more information, contact Mike Lynch at (360) 407-7482 (e-mail: mily461@ecy.wa.gov).

❑ In December 1998, the Merger Evaluation Advisory Committee submitted its report on the effects of merging the Office of Marine Safety with the Department of Ecology to create the Spill Prevention, Preparedness, and Response Program (Spills Program) in Ecology. The report found that the merger has improved the resulting program's coordination and effectiveness. The committee's findings were:

- The level of international trade and marine safety do not appear to have been affected by the merger. Vessel compliance with state regulations appears to be improving.
- Additional program overhead costs at Ecology, compared with the Office of Marine Safety, appear to be largely offset by savings realized through the consolidation of management positions. Maritime expertise has been maintained.
- Marine safety leadership and coordination, vessel inspections, and vessel contingency plan review have improved.
- Vessel screening, tank vessel prevention plan review, vessel

incident investigation, enforcement, and education/technical outreach have remained steady.

Based on these findings, the committee recommended that:

- The merged organization be maintained in its current form within Ecology.
- Ecology's leaders should continue to provide support and attention to maritime safety and oil spill prevention.
- Ecology's Spills Program should establish an Oil Spill Advisory Committee to address vessel and oil-handling facility spill prevention and response issues. The committee members should represent a broad spectrum of public and private stakeholders.

For more information, contact Stan Norman, (360) 407-7465 (e-mail: snor461@ecy.wa.gov).

❑ During 1998, the Spills Program:

- Received 3,168 reports of oil or hazardous material spills and conducted 1,011 field responses; of those field responses, 349 were to clandestine drug lab cleanup sites, a 70 percent increase over last years total of 203;
- Participated in and evaluated 84 spill preparedness drills at oil-handling facilities;
- Conducted 25 vessel notification drills, testing the ability of vessel crews to make the correct initial notifications in the event of a spill;
- Received resource damage assessment payments of more than $70,650 in compensation for oil spills;
- Used Coastal Protection Fund monies to enhance fish passage and spawning in streams and to pay for closing costs and other expenses for a land exchange involving wetlands on Long Beach in southern Washington. The money comes from both damage assessments and penalties for spills in Puget Sound; and
- Continued to provide public education, outreach, participation and information, including intensive public outreach in the Port Angeles area before and during the In Situ Burn drill in October.

❑ In October 1998, the Spills Program participated in a two-day exercise in the Strait of Juan de Fuca, focused on in situ burn readiness. Ecology and the Northwest Area Committee's In Situ Burn Implementation Workgroup sponsored the drill. Management and staff from the US Coast Guard, Marine Spill Response Corporation, Clean Sound Cooperative, Clallam County, and Ecology's Spills and Air programs participated in the drill, held in Port Angeles. Other participants and observers came from California, Oregon, Alaska, and British Columbia. The drill assessed the

ability to provide air plume modeling and monitoring capabilities on a timely basis to the unified command. It also tested the newly-revised In-Situ Burn checklist and a new operations plan for responders. In addition, the exercise covered respondersí ability to deploy and manipulate ISB equipment and the process of notifying local jurisdictions and the public of an imminent burn. For more information, contact John Butler at (360) 407-6970 (e-mail: jbut461@ecy.wa.gov).

❑ The states of Washington, Oregon, and Idaho, the U.S. Coast Guard and the U.S. Environmental Protection Agency signed the revised Northwest Area Contingency Plan in November 1998. The Area Plan is the primary policy and guidance document for responding to spills of oil and hazardous substances to water and land in the Pacific Northwest. The revisions committee, which had worked on the plan for more than a year, held a series of public meetings during September to solicit public comment on the draft before producing the final version. The plan's format was revised to build around the five major functions of an Incident Command System: command, operations, planning, logistics and finance/administration. Other significant changes include:
Recognizing the Incident Command System to ensure that commonly understood organization, forms, process and terminology are used for plan review, exercises and incident responses;

- Adding a West Coast Mutual Aid Policy for accessing response;
- Updating the Responsible Party Policy that clarifies spillers' responsibilities and encourages quick deployment;
- Integrating the Hazardous Substance Response Plan throughout the Area Plan;
- Developing a Regional Marine Fire Fighting Plan;
- Revising the In-Situ Burning Checklist and Worksheet;
- Developing a set of simplified Disposal Guidelines for Washington state; and
- Adopting policy language placing natural resource trustee agencies, when available, as the Environmental Unit lead.

The plan is posted on the Internet at:
www.uscg.mil/d13/units/msopuget/nwacptoc6.html.

For more information, contact John Butler at (360) 407-6970 (e-mail: HYPERLINK mailto:jbut461@ecy.wa.gov).

❑ In 1998, staff working with facility and vessel contingency plans reviewed and refined the contingency plan review and drill processes. They analyzed the results of the 1997 survey and updated the drill program based on the results and changes made to the Northwest Area

Contingency Plan. In June Ecology released the new guidance manual for designing and conducting oil spill drills. (See Documents List). They also reviewed and updated the contingency plan review manual to include both vessel and facility rules and to correspond with changes to the Area Contingency Plan. The new manual was released in April 1999. For more information, contact Roy Robertson at (360) 407-7202 (e-mail: rrob461@ecy.wa.gov).

❑ During 1998, Ecology participated in and evaluated 84 drills at regulated oil-handling facilities and provided introductory training on the incident command system to 18 facilities. Significant exercises included the Olympic Pipe Line Company's notification and tabletop drill, using a worst-case spill volume. Ecology assisted with this drill's design and training, as well as participating. Ecology also assisted with planning a drill for Texaco's Puget Sound Plan, that included training the company's "Away" team from all over the west coast. Ecology vessel inspectors conducted 25 vessel notification drills in 1998. Most of the vessel crews were able to complete the notification, but a few common problems included not having the required document, not understanding the notification procedures, not contacting the state Emergency Management Division, and only contacting the ship's agent. For more information, contact Elin Storey at (425) 649-7111 (e-mail: eabr461@ecy.wa.gov).

❑ From November 1998 through April 1999, 10 vessels suffered significant casualties in the "greater" Pacific Northwest:

- Tank barge *Columbia*, 11/24/98, Washington coast – broken tow cable
- Cargo Ship *Aristotelis*, 11/25/98, Cape Flattery – lost propulsion
- Cargo Ship *Sabina* (ex-*Irenes Vision*), 1/18/99, San Juan Islands – lost propulsion
- Cargo Ship *New Carissa*, 2/4/99, Coos Bay, Oregon – aground
- Container Ship *APL Japan*, 2/5/99, Port Angeles – lost propulsion
- Container Ship *Hanjin Elizabeth*, 2/11/99, Vancouver Island, BC – lost propulsion
- Cargo Ship *Caria*, 2/12/99, Vancouver Island, BC – lost propulsion
- Tank Barge *Cascades*, 2/17/99, Oregon Coast – broken tow cable
- Tank Barge *Bouchard 230*, 3/28/99, Cape Flattery – broken tow cable
- Fishing Vessel *Aleutian Challenger*, 4/5/99, Cape Flattery – lost propulsion

For more information, contact Stan Norman, (360) 407-7465 (e-mail: snor461@ecy.wa.gov).

OREGON:

Spill Management Program, Oregon Department of Environmental Quality (DEQ)

❑ The DEQ Spill Management Program is now part of the Cleanup Policy and Program Development Section, managed by Paul Slyman. Spill Management Program manpower was unchanged during this period.

❑ DEQ has granted final approval to Tidewater Barge Lines, Foss Maritime, Crowley Marine Services (Barge), and Crowley Petroleum Transport (Tanker) for their oil spill contingency plans. These businesses control much of the tug/barge traffic in the Columbia River. SeaRiver has been approved to use its plan in conjunction with the Maritime Fire and Safety Association plan approved last year. Though there are no SeaRiver tankers moving product on the Columbia or Willamette Rivers, they do make use of the Swan Island Shipyard for repairs. There are seven other vessel oil spill contingency plans still under review.

❑ DEQ is anticipating participation in more drills as more plans are approved. DEQ will expect any approved plan to be drilled as required.

❑ The February 4, 1999 grounding of the *639' M/V New Carissa* near Coos Bay and subsequent well-publicized events, including controlled burns of oil on board the vessel, resulted in a major state response effort. This effort involved not only the DEQ spill program staff, but also air quality, finance, laboratory, public affairs, regional and local office, and senior management personnel. Other state agencies, including the Departments of Agriculture, Justice, and State Lands, and Oregon Department of Fish and Wildlife participated in the response.

❑ DEQ State On-Scene Coordinator Mike Szerlog headed the Oregon efforts to manage spill response for the grounded vessel *New Carissa*. Work on this spill included the full range of ICS/UC functions and is continuing through the summer as stern removal, damage assessment, and after-action reviews proceed.

❑ During the *New Carissa* response, DEQ hosted representatives from Alaska (Prince William Sound Regional Citizenís Advisory Committee), California (OSPR), and Washington (DOE) at the unified command.

❑ DEQ is providing staff support to the *New Carissa* Review Committee appointed by Governor Kitzhaber to examine the state's response.

❑ DEQ and Oregon Department of Fish and Wildlife are participating as the state co-trustees for the *New Carissa* Natural Resource Damage Assessment process.

❑ DEQ participated in the major 1998 revision of the Northwest Area Contingency Plan.

❑ Geographic Response Plans for the North Oregon Coast, Coos Bay, Yaquina Bay, and the South Oregon Coast were extensively used during the *New Carissa* response. Information and lessons learned gathered during the response will be used to update the plans.

❑ DEQ continues to coordinate and cooperate with the Columbia River Field Office of the Washington Department of Ecology. DEQ provides office space and certain support services for their field inspection office in Portland, a program which provides boarding and inspections for vessels covered by Oregon and Washington oil spill regulations on the Columbia and Willamette Rivers. During the *New Carissa* grounding and spill response, Ecology staff provided valuable advice and technical support as DEQ wrestled with Oregon's worst marine disaster of the decade.

CALIFORNIA:

The Office of Spill Prevention and Response (OSPR) of the California Department of Fish and Game

❑ Under California law, every marine facility and tank vessel operator must prepare contingency plans which incorporate requirements for both spill prevention and spill response. These requirements were developed using portions of similar regulations from Washington and Alaska. Currently, there are 800 tankers, 100 barges, 300 fixed facilities and 625 mobile transfer units affected by these planning requirements. Similar regulations are being developed for non-tank vessel contingency plans

❑ OSPR addresses many local port and harbor safety issues, including tug escort requirements, through regional harbor safety committees created by the California Act to improve navigational safety within the five major harbors of the State. Each of these local committees is tasked with developing recommendations to the Administrator on all aspects of navigation safety and specifically on tug escorts in their respective harbors. Recommendations have subsequently been developed as formal regulations. Tug escort requirements for San Francisco Bay, Los Angeles/Long Beach, San Diego, Humboldt Bay, and Port Hueneme harbors have been implemented.

❑ California has also issued regulations requiring preventive measures during oil transfer operations at marine terminals, or during bunkering or lightering operations, which are a chronic source of small spills. In addition, the State Lands Commission requires an oil transfer operations manual for such transfer operations at marine terminals. These regulatory actions have resulted in a declining spill rate from such operations.

❑ As a joint venture with the Los Angeles Marine Exchange, the US Coast Guard and OSPR established a Vessel Traffic Information Service (VTIS) for the ports of Los Angeles/Long Beach to prevent ship collisions or groundings. With a $500,000 grant from OSPR, the VTIS operational area was expanded to include the largest offshore marine terminal on the West Coast and to extend the VTIS range to 25 miles offshore. OSPR is currently working with the Marine Exchange to explore the possibility of extending coverage into the Santa Barbara Channel.

❑ OSPR has coordinated a comprehensive planning structure with the US Coast Guard to meet the Federal mandate for Area Planning. Subjects such as environmentally sensitive or economically important areas, communications, chemical countermeasures, natural resource damage assessment, wildlife rescue, and the use of volunteers have been discussed by a number of subcommittees on which OSPR has participated over the last year.

❑ Local jurisdictions play an essential role in responding to oil spills in their immediate areas, and provide input to the Unified Command through the State representative during spill response operations. For this reason it is considered essential to have local response plans updated and exercised. A grant program for local agencies is administered by OSPR to provide funding for such purposes.

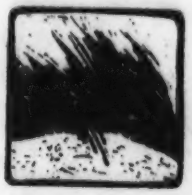
❑ California has established a coastwide network of oiled wildlife rehabilitation facilities known as the Oiled Wildlife Care Network. A 18,000 sq. ft. Oiled Wildlife Veterinary Care and Research Center was recently opened at the University of California, Santa Cruz. OSPR will publish requirements for responsible parties which address long-term environmental damage caused by oil spills and wildlife rehabilitation and site restoration. OSPR has completed the geomorphological mapping of the California coastline including shoreline types and the location of environmentally sensitive resources and habitats. Research continues on the efficacy and fate and effects of oil spill cleanup agents; biomedical investigations; marine wildlife demographics; and the chemical identification of oils produced in or transported across California marine waters.

❑ OSPR is developing a comprehensive drills and exercises program to carry out its statutory mandate. This program will provide guidance for OSPR to interface with scheduled NPREP exercises and locally held industry exercises, coordinate "orphan" spill exercises with the Coast Guard, and conduct "unannounced" drills with industry, oil spill response organizations, and other government agencies.

❑ California law requires operators of small craft refueling docks to register with OSPR. The same law requires OSPR to develop an educational outreach program for this group to decrease the incidence of small spills. This effort is being coordinated with the "Spills Aren't Slick" campaign sponsored by the Pacific Oil Spill Prevention Education Team (POSPET).

❑ California and US Coast Guard officials signed two agreements that will provide increased safety for ships using the ports and harbors in California. One agreement revised a 1993 agreement on the joint marine environmental protection responsibilities of OSPR and the Coast Guard, providing for joint efforts to prevent spills by ships through an inspection program and information sharing. The second requires high levels of pilot training, imposes specific qualifications on marine pilots, requires federal pilotsí licenses as a condition of employment, requires continuing education for pilots, and mandates regular evaluations of the pilotage program. A culmination of four years of negotiations between pilots' groups, the shipping industry, port authorities, the Coast Guard, and the State, the agreement grants federal recognition of the State system, enhances existing pilot safety programs, and creates opportunities for local port districts to assure pilot safety in their respective harbor areas. The agreement covers the ports of San Diego, Los Angeles, Long Beach, Port Hueneme, and the Humboldt Bay Recreation and Conservation District. A State pilotage program already recognized by the Coast Guard has been in effect in the San Francisco Bay area since the 1850s.

❑ California now has some of the strongest legal penalties for violations of oil spill laws in the nation. Criminal penalties can be levied against parties who knowingly violate certain sections of the California Act, including spill reporting and specified requirements established by the Administrator. Criminal penalties include up to one year in State prison and maximum fine of $500,000 per day. The Act also contains strict civil penalties which can be levied by the courts or in an administrative proceeding; the Administrator is currently developing regulations for such penalties.



❑ California has experienced a continual decline in marine oil spills since the passage of the California Oil Spill Prevention and Response Act. Although California has maintained a separate oil spill database to measure the effectiveness of various spill prevention programs, the system is not compatible with similar systems used by other state agencies and the US Coast Guard. For this reason, OSPR has established a multi-agency workgroup to develop a comprehensive oil spill database and reporting system. Additionally, both the Office of Spill Prevention and Response and the California State Lands Commission are actively participating on the Task Force workgroup to establish system compatibility with other west coast states. The ultimate objective is to create a system which allows analysts to address regional problems, practices in oil transportation and transfer operations, and other trends indicating a need for refinement of prevention programs.

❑ OSPR has completed a comprehensive Coastal Protection Review addressing risk of oil spills from vessels and marine facilities. The CPR provides specific recommendations to remedy deficiencies in identified spill prevention and response programs, and a timeline for implementation of such remedial actions. Action on these recommendations will move California's oil spill programs toward the legislatively mandated goal of best achievable protection of the State's coastal and marine resources.

❑ Statutes require that OSPR coordinate with state agencies in program and regulatory development affecting oil spill prevention and response. Through cooperative efforts and joint funding, twenty-two agencies are kept informed of all aspects of program development and regulatory proposals. The State Interagency Oil Spill Committee is charged with frequent meetings and information exchange regarding regulatory proposals. This committee is currently addressing issues of regulatory reform, consistency, gaps, and overlaps.

KEY TASK FORCE PERSONNEL (1997-1998)

Members

GARY GREGORY, ADMINISTRATOR (1999) and
PETE BONTADELLI, ADMINISTRATOR (1991-1999)
Office of Spill Prevention and Response,
California Department of Fish and Game

MICHELE BROWN, COMMISSIONER (1995-1999)
Alaska Department of Environmental Conservation

CASSIE DOYLE, DEPUTY MINISTER (1996-1999)
British Columbia Ministry of Environment, Lands, and Parks

TOM FITZSIMMONS, DIRECTOR (1996-1999)
Washington Office of Ecology

LANGDON MARSH, DIRECTOR (1995-1999)
Oregon Department of Environmental Quality

Coordinating Committee

LARRY DIETRICK (1999) and
KURT FREDRIKSSON (1995-1999)
Alaska Department of Environmental Conservation

RICK HOLLY (1998-1999) and
CARL MOORE (1991-1998)
Office of Spill Prevention and Response,
California Department of Fish and Game

STAN NORMAN (1995-1999)
Washington Office of Marine Safety

STAFFORD REID (1995-1999)
British Columbia Ministry of Environment, Lands, and Parks.

MIKE ZOLLITSCH (1997-1999)
Oregon Department of Environmental Quality

Executive Coordinator

JEAN CAMERON
States/British Columbia Oil Spill Task Force

DOCUMENTS AVAILABLE FROM TASK FORCE and MEMBER AGENCIES

Available from:

The Alaska Department of Environmental Conservation
410 Willoughby Ave., Suite 105
Juneau, AK 99801-1795

- Quarterly Report of Oil and Hazardous Substances Response
- The T/V Exxon Valdez Oil Spill: Final Report, State of Alaska Response (3/93)
- Annual Report on the Oil and Hazardous Substances Release Prevention and Response Fund
- Industry Preparedness Program guidance documents and regulatory guidelines
- Unified Plan: The Alaska Federal/State Preparedness Plan for Response to Oil and Hazardous Substance Discharges (Basic Plan, 5/94; Change 1, 5/96)
- In-Situ Burn Guidelines for Alaska (5/94; Included in the Unified Plan)
- RRT Oil Dispersant Guidelines for Alaska (included in the Unified Plan)
- ADEC Oil and Hazardous Substance Response Field Operations Guide
- Prevention and Emergency Response Program Brochure
- PERP Drill Program Guidelines
- Industry Preparedness Program Brochure
- Nearshore Demonstration Project Brochure
- Spill Response Communications Brochure
- Statewide Response Equipment Packages Brochure
- Community Spill Response Brochure

Available from:

The Office of Spill Prevention and Response California Department Fish and Game
P. O. Box 944209
Sacramento, CA 94244-2090

- Oil Spill Technical Advisory Committee, 1997 Report to the Legislature
- California Oil Spill Contingency Plan
- Vessel Traffic Information System for Los Angeles/Long Beach Ports California Pilotage Study (1998)
- The Feasibility of Requiring New Technology for Oil Spill Prevention and Response (Report to the Legislature)
- Compendium of California Oil Spill Statutes (1997)
- Various guidance documents on oil spill prevention, preparedness and response

Available from:

The British Columbia Ministry of Environment, Lands, and Parks
P.O. Box 9338, Stn Prov Govt
2nd Floor, 888 Fort St.
Victoria, BC, V8W 9M1, CANADA
(Supply based on availability)

- BC Coastal Marine Facility and Operating Standards Manual (11/91)
- Guidelines for Industry Emergency Response Contingency Plans (3/92)
- Coastal Resources Oil Spill Response Atlas: Southwest Coast of Vancouver Island (8/90)
- Coastal Resources Oil Spill Response Atlas: Southern Strait of Georgia (11/93)
- Oiled Marine Shoreline Cleanup Training Course (5/95)
- Basic Marine Oil Spill Safety Training Course (5/95)
- The Double Hull Issue and Oil spill Risk on the Pacific West Coast (7/95)
- Benefit-Cost Analysis of Expediting the Schedule for Double-Hulling Oil Tankers and Barges Operating in and near British Columbia Waters (9/95)
- Benefit-Cost Analysis of Establishing a Dedicated Rescue/Salvage Tug to Serve Canadais Southern West Coast (9/95)
- Financial Preparedness for a Major Marine Oil Spill in British Columbia (9/95)
- For more information about documents and British Columbiais Environmental Emergency Program, access the following WEB site on the Internet: http://www.env.gov.bc.ca/eeeb/eephome/eephome.html

Available from:

The Cleanup Policy and Program Development Section
Oregon Department of Environmental Quality
811 SW Sixth Ave., 8th Floor
Portland, OR 97204-1390

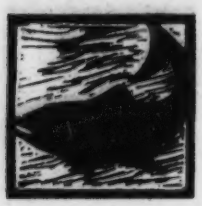
- The Pacific Northwest Area Plan and Geographic Response Plans for Oregon (updated on an ongoing basis)
- Oil Spill Prevention Summary, Vessel/Transfer Oil Spill Prevention Work Group (12/93)
- Columbia River Bunkering Locations Workshop Summary Report (Summer 1995)
- Vessel Contingency Plan Planning Standards (7/95)
- Wildlife Search, Rescue, and Rehabilitation Guidelines (11/95)
- Oregon Administrative Rules, Chapter 340, Division 47 (Spill Planning Rules)
- Oil Spill Contingency and Prevention Planning Review Manual (4/97)

Available from:

Spill Prevention, Preparedness, and Response Program
Washington Department of Ecology
P.O. Box 47600
Olympia, WA, 98504-7600

- Spill Prevention, Preparedness, and Response Program Annual Report: 1997 (#98-257); 1998 (#99-254)
- Spill Management; Annual Report (Dept. of Ecology): 1994; 1995; 1996
- Office of Marine Safety Field Operations Report (Feb. 1997)
- Manual for Review of Facility and Vessel Oil Spill Contingency Plans (#99-252)
- Vessel Entry and Transits for Washington Waters (VEAT):1993; 1994; 1995; 1996; 1997 [#98-250]; 1998 [#99-251])
- Designing and Conducting Oil Spill Drills Guidance Document (#98-251)
- Oil Spills in Washington State: A Historical Analysis (#97-252)
- Guidelines for Determining Oil Spill Volume in the Field (#96-205)
- In Situ Burning Policy and Operational Guidelines (#95-259 [6/95])
- Screening for Acceptable Risk: Washington Stateís Program for Screening Cargo and Passenger Vessels (Update 1995)
- Model Oil Spill Prevention Plan for Tankers and Sample Forms
- Model Oil Spill Prevention Plan for Tank Barges and Sample Forms
- Contingency Planning Standards
- Bunkering Information Packet
- Related Rules and Regulations
- Prevention Bulletins, Safety Advisory Bulletins
- Geographic Response Plans (updated annually)

  South Puget Sound
  Central Puget Sound
  North Central Puget Sound
  San Juan Island/North Puget Sound
  Hood Canal/Admiralty Inlet
  Strait of Juan de Fuca
  Outer Coast ñ Washington
  Grays Harbor
  Willapa Bay
  Mid-Columbia River/Bonneville Pool
  Mid-Columbia River/Dalles Pool
  Mid-Columbia River/John Day Pool
  Mid-Columbia River/McNary Pool
  Snake River/Ice Harbor
  Snake River/Lower Monumental
  Snake River/Little Goose
  Snake River/Lower Granite
  Lower Nisqually River



Available from:

The States/British Columbia Oil Spill Task Force
811 SW Sixth Ave.
Portland, OR 97204-1390

- Final Report of the States/British Columbia Oil Spill Task Force; Joint and Jurisdictional Recommendations for Spill Prevention and Response (10/90)
- Preventing Oil Spills: The Perspective from West Coast States and the Province of British Columbia (3/95)
- States/British Columbia Oil Spill Task Force Member Technology and Research Projects (list updated annually)
- Strategic Plan (1994-1999, 1999-2004)
- Annual Workplans (1993 - 1999)
- Annual Reports (1993 - 1999)
- Quarterly Reports
- 1993 Agreement re: the Marine Oil Spill Response Information System
- 1993 Agreement re: the Incident Command System for a Unified Approach to Marine Oil Spill Response
- 1993 Agreement re: a Mutual Aid Plan
- 1993 Agreement re: a Marine Oil Spill Reporting System
- 1994 Resolution re: Marine Salvage
- 1995 Report and Recommendations on Drills & Exercises
- 1995 Report and Recommendations on Alternative Response Technologies
- 1995 Evaluation Report and Recommendations on Oiled Wildlife Care Facilities
- A Comparison of West Coast Contingency Planning Requirements or Vessels and Oil Handling Facilities (1995)
- A Comparison of West Coast Oil Spill Prevention Programs for Vessels and Oil Handling Facilities (1995)
- 1995 Report and Recommendations to Prevent Marine Oil Spills Caused by Human Error
- 1996 Mutual Aid Agreement
- 1996 Resolution on Vessel Routing
- 1997 Resolution on Delegation of OPA 90
- Report on the Spill and Incident Data Collection Project (1997)
- Report on Marine Pilots and Vessel Safety on the West Coast (1997)
- Report and Guidance Matrix for the Integrated Vessel Response Plan (1998)
- Protocols for the Care of Oil-affected Marine Mammals and Birds (1998)
- Alternative Response Technology Policies and Issues (1998)
- Protocols for the Care of Oil-affected Marine Mammals (1998)
- Protocols for the Care of Oil-affected Birds (1998)
- Report and Recommendations on Pipeline Spill Prevention on the West Coast (1999)
- Legacy Awards for Oil Spill Prevention Announcement (1999)